

MT 35 & US 93 Public Comment Summary	
Commentary Received During and After June 2008 Meetings	
Theme	Proposed Solution
A - Infrastructure	
Improve Roads and Shoulders (13 comments)	<ul style="list-style-type: none">▶ Multiple comments to improve roads and shoulders like US 93, relocate sections of Hwy 35 away from the shore.▶ Build new bridge over Swan River on Hwy 35 where enters lake.▶ Look at Carter-Burgess study recommendations: Pullouts on Hwy 35 for slower vehicles, Hazardous and fuel trucks run empty on the east shore and full on the west shore.▶ Construct new highway from Polson to Bigfork.
Access Points (9 comments)	<ul style="list-style-type: none">▶ Combination of many driveways and roads entering 35, need to enforce speed limits.▶ Because of so many access points on Hwy 35 - use 93 as main truck route.▶ Consider the average distance or set back of houses from the road base vs. both sides, consider the lush vegetation on east side obstructing visibility.▶ Develop an alternate route for the trucks.
B - Regulatory	
Speed Limits (14 comments)	<ul style="list-style-type: none">▶ Multiple comments to reduce speed limit: suggestions 35 mph, 45 mph.▶ Truck industry voluntarily implement GPS stamp in/out to check speed.▶ Cut down speed limit (don't widen road), Put a permanent weigh station on the South Shore.
Enforcement (20 comments)	<ul style="list-style-type: none">▶ One solution may be more punitive fines▶ Several days a week MHP could patrol Hwy 35, call in plates to MHP in Polson and Bigfork and have them pull the offender over in a safe area.▶ Increase patrols to enforce a lower speed limit▶ Multiple comments for more Highway patrol monitoring
Hazmat Restrictions (19 comments)	<ul style="list-style-type: none">▶ Multiple comments to limit trucks carrying hazardous material - if needed for local delivery - truck size limited to single unit - Several comments that no pups allowed Limit propane to customers on Hwy35.▶ Several comments that no hazardous materials allowed between Polson and Bigfork.▶ Issue permits to trucks delivering to local retail outlet and propane trucks to customers.
Truck Size (11 comments)	<ul style="list-style-type: none">▶ Several comments to eliminate "doubles bound with pups."▶ Several comments to post signage on back of trucks indicating length, e.g. double, triple, to alert vehicles trying to pass.▶ Educate drivers of vehicles to important driver behavior.▶ Truckers monitor their own drivers with radar units.

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Restrictions on MT 35 (54 comments)	<ul style="list-style-type: none"> ▶ Designate US 93 the primary truck route, Develop more passing lanes and 4-lane between Kalispell and Ronan. ▶ Make HWY 35 a Toll Road for through trucking: assign a permit to each truck using HWY 35 and assign a fee based on fuel and time saved for that make and model of truck. ▶ Eliminate tractor trailer combinations from Hwy 35 - study long term capability and suitability for use of this highway. ▶ Limit vehicle size, regardless of what type, large motor homes towing a car are in the same category. ▶ Several comments to route hazardous loads, oversize loads, multiple tractor trailers to US 93. ▶ Multiple comments that no semi-trailers on Hwy 35 unless delivering to locals. ▶ Multiple comments to restrict "through" traffic on Hwy 35. ▶ U.S. Forest Service needs commercial log trucks on Hwy 35 for fuel reduction projects -allow commercial logging trucks. ▶ Institute a "date" specific tag for truckers use to deliver to Big Fork: MDT post signs, no tag - must route up US 93. ▶ A By-pass around Polson should be considered again. ▶ Move ALL truck traffic to US 93 ▶ Multiple comments to not route traffic to US 93, keep "as is". ▶ Improve Polson bridge. ▶ Limit number of axels allowed on Hwy 35, length restrictions and GVW restrictions.
Scenic Byways (10 comments)	<ul style="list-style-type: none"> ▶ Multiple comments to establish Hwy 35 as a Scenic By-Way with limitations to trucking traffic ▶ Several comments to make Hwy 35 a Scenic by-way with bike paths to Glacier
C - Other	
Environmental & Economic Concerns (19 comments)	<ul style="list-style-type: none"> ▶ Consider Hwy 35 prime residential/recreational land, use as a heavy truck route is inconsistent with development and preservation of natural resources. ▶ MDT should choose safety and ecology over convenience and economy. ▶ Tourism and regional economy tied to ecosystem of lake, route hazardous materials to west shore where less potential to pollute the lake. ▶ Lake protection requires limiting episodes that can endanger water quality: speed limit on Hwy 35 of 40 mph, restrict vehicles to 3 axels and step up law enforcement. ▶ MDT would need to conduct EIS if restricting truck traffic on Hwy 35.

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Environmental & Economic Concerns Continued	<ul style="list-style-type: none">▶ Forest Product Company: consider that any restrictions on Hwy 35 that would limit raw product availability would have significant financial and business impacts on company.▶ Several comments to provide tax incentive for through truck traffic who agree to use US 93.▶ Look at rail and bus system to move materials and people.▶ Keep "as is" fuel costs too high to burden truckers with more costs.▶ Consider the geology of the ground in any decision.▶ Put a bike path on the east side.▶ There have been accidents on US 93 also, Lake County needs zoning regulations in regard to allowing building in areas that are unsuitable. ▶ Incentives to use US 93, provide gas on west shore with lower gas tax for commercial vehicles, man a 24-7 weigh station on south shore.
Study Methods (9 comments)	<ul style="list-style-type: none">▶ Origin - Destination study was a "snap shot" request that it be conducted for a longer time and at a variety of times. ▶ "Fuel truck data" requested that data be collected over 24 hours, sees trucks at night.▶ Several people suggested that the route be calculated for time, fuel consumption, length for a route north on Hwy 93 than across Rte 82, continuing north on Hwy 35. ▶ <i>Disputed data presented at meeting regarding truck crashes comparison between US 93 and Hwy 35. Stated MDT analysis indicates no difference in the number of truck crashes between MT 35 and US 93...person submitted data indicating greater than twice the number of accidents involving trucks on MT 35 vs. traveling on US 93.</i>